



GULFBIRD
3-24-42 Amer.
anch.
U.S. COAST GUARD

W1648-0149

Invent. Number S. B. C. No 122

PROFILE - DECK PLAN

(AS BUILT)

S. S. M. GULFBIRD

Invent. No. 13338

RETAIN



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S. S. M. GULFBIRD

S N° 122.

PROFILE AND DECK PLANS.

DIMENSIONS - LENGTH B.P. 510'0" x BREADTH MLD. 63'8" x DEPTH MLD. 36'9"

SCALE 1/8" = 1'00"

WHERWOOD BRACKETLESS SYSTEM (PATENT)

LOYDS NUMERALS

L x D = 510 x 36.75 = 18,787.5

L x (BD) = 510 x (63.5 - 5.75) = 34,200.0

D = 510 / 36.75 = 13.87

CABIN DECK.

FORECASTLE DECK.

BRIDGE DECK.

UPPER DECK.

2ND DECK.



PLAN N° 7809



W1648-0150

Thos. J. Turner S. B. & L.

No 122

MIDSHIP SECTION

+

OILTIGHT TRANSVERSE BULKHEAD

(AS. BUILT)

S. S. M. GULFBIRD

Inst. R. No 13238

STAIN

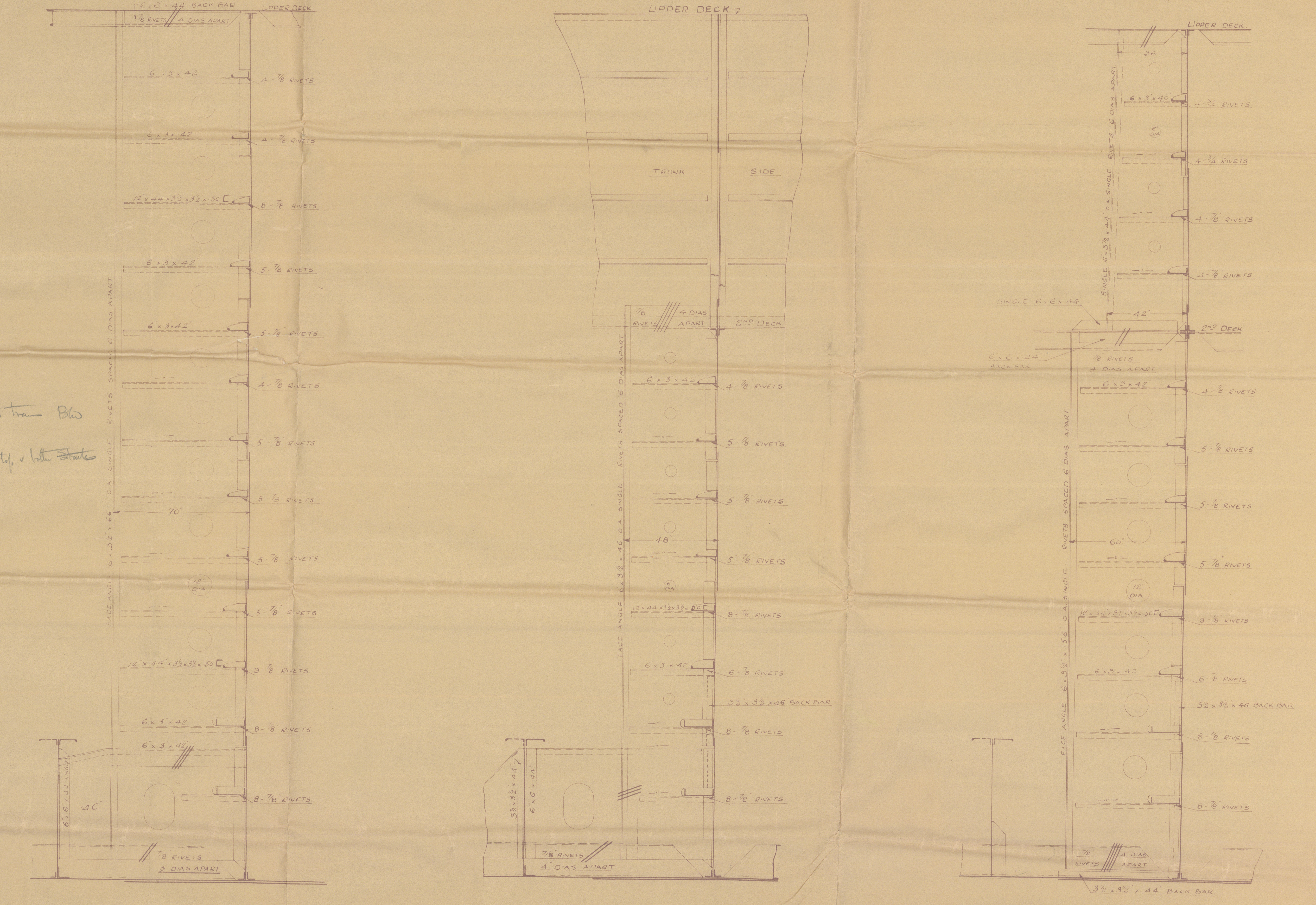
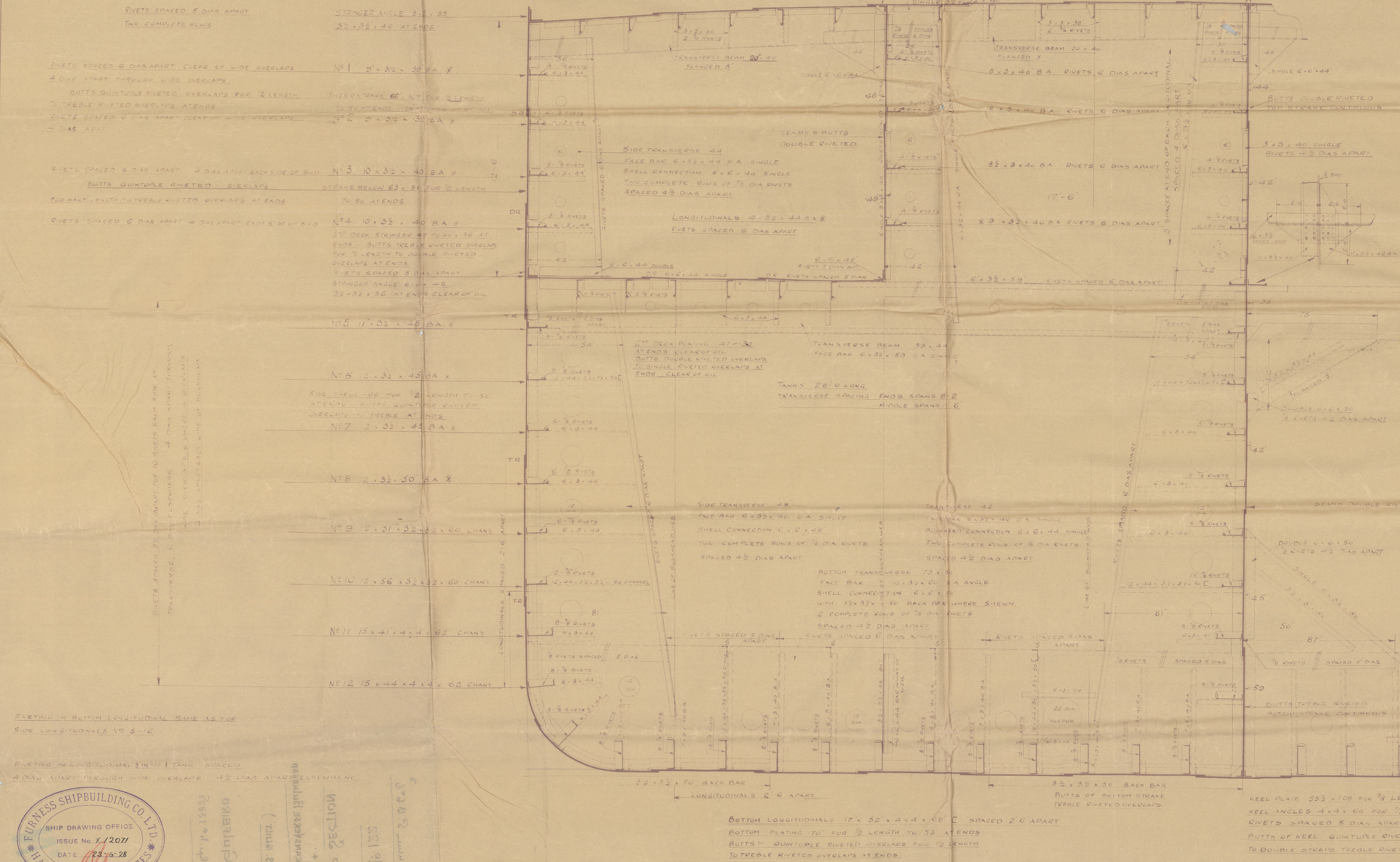


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LLOYDS NUMERALS
 $L \times D = 510 \times 36.75 = 18,742.5$
 $L \times (B+D) = 510 \times (38.25 + 36.75) = 54,000$
 $L/D = \frac{510}{36.75} = 13.87$

SHIPS N^{os} 122-~~121~~ S. S. M. "GULFBIRD"
 DIMENSIONS 510'-0" LBP x 69'-3" B M² x 36'-9" DEPTH M²
 MIDSHIP SECTION & O.T. TRANSVERSE BULKHEAD
 SCALE 1/2" = ONE FOOT
 THE "BRACKETLESS SYSTEM" (PATENT)



LLOYDS SHIPBUILDING CO. LTD.
 SHIP DRAWING OFFICE
 ISSUE No. 1207
 DATE 23.10.28
 PLAN NO. 7810

Richardson, Westgarth

No. 2574-6

Crank Shaft.

S.S. m/v "Gulfbird"
MDB. RPT. No. 13338

S.S. m/v "Gulphawk"
MDB. RPT. No. 13398

S.S. m/v "Gulfwing"
MDB. RPT. No. 13440



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FT SPECIFICATION FOR DIMENSION LIMITS FOR CRANKSHAFT

THE WEBS INTERCONNECTING THE PINS NEED ONLY BE FINISHED WITH A SMOOTH CUT. THE MEASUREMENTS OF THE CROSS SECTIONS OF THE WEBS MAY DIFFER $\pm \frac{1}{16}$ " IN THE PINS AND JOURNALS TO BE HIGHLY MACHINED, PERFECTLY SMOOTH, AND THE FOLLOWING LIMITS MUST NOT BE EXCEEDED. $\pm 0.04\%$ IN THE DIAMETER.

$\pm 0.03\%$ DEVIATION FROM THE TRUE CIRCULAR CROSS SECTION. $\pm 0.5\%$ IN SEPARATE LENGTH OF SHAFT. $\pm 0.1\%$ IN LENGTH OF JOURNALS.

$\pm 0.03\%$ IN THE PARALLEL ALIGNMENT OF THE C.I. OF THE PINS TO THE C.I. OF CRANKSHAFT. $\pm 0.5\%$ IN THE STROKE. HOWEVER, EACH PAIR OF SIDE WEBS TO THE RIGHT AND LEFT OF THE CENTRAL THROWS, MUST HAVE PRECISELY THE SAME C.I. THE STROKE BETWEEN THESE MAY DIFFER $\pm 0.04\%$ $\pm 0.5\%$ IN THE ANGULAR SPACING. HOWEVER, EACH PAIR OF SIDE WEBS TO THE RIGHT & LEFT OF THE CENTRAL OR MAIN CRANKPINS, MUST HAVE THE SAME ANGLE OR REST IN THE SAME PLACE, RESPECTIVELY AND HAVE THE SAME C.I.

Holes Evenly Pitched From A To B

208 208

SCALE :- FULL. $\frac{1}{2}$. $\frac{1}{5}$. $\frac{1}{10}$. & $\frac{1}{25}$.

| QTY DESC NT | QTY | DESCRIPTION | N ^o OFF | MATERIAL | REMARKS |
|-------------------|-----|--|--------------------|----------|-----------------------------------|
| 16 | 1 | FOR ^a SHAFT JOURNAL | 1 | I.S. | |
| 17 | 1 | SHAFT JOURNAL | 1 | I.S. | |
| 18 | 1 | SPARE STRAIGHT SHAFT | 1 | I.S. | |
| 15 | 16 | $\frac{3}{8}$ " WHIT STUDS & CASTLE NUTS | 16 | MS. | SUPPLIED BY R.W.&C ^o |
| 14 | 16 | $\frac{3}{8}$ " WHIT STUDS & CASTLE NUTS | 16 | MS. | " " " " |
| 13 | 8 | 1" L.P. UNION | 8 | BR. | " " " " |
| 12 | 8 | 1" L.P. SOCKET COUPLING | 8 | BR. | " " " " |
| 11 | 1 | SCAVENGE PUMP CRANK SHAFT | 1 | I.S. | |
| 10 | 10 | $\frac{3}{8}$ " B.S.P. PLUGS | 10 | MS. | |
| 9 | 8 | PIPE CLIP | 8 | MS. | SUPPLIED BY R.W.&C ^o |
| 8 | 8 | SHORT PIPE $\frac{3}{8}$ " BORE | 8 | STEEL | " " " " |
| 7 | 8 | LONG PIPE $\frac{3}{8}$ " BORE | 8 | STEEL | " " " " |
| 6 | | Coupling BELT NUT & SPLIT PIN. | | | SEE DRAWING N ^o 16293. |
| 5 | 32 | DOWEL PINS. | 32 | MS. | |
| 4 | 2 | SHAFT JOURNAL | 2 | I.S. | |
| 3 | 8 | SIDE PIN WEB | 8 | I.S. | |
| 2 | 8 | CENTRE WEB | 8 | I.S. | |
| 1 | 4 | CENTRE PIN | 4 | I.S. | |

ENG. N° M. 2574.-G.

16282

Richardson, Westgarth

Nos 2574 - 5 - 6.

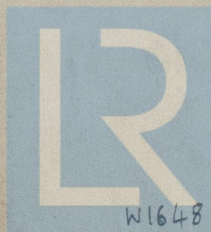
Shafting

ms. m/v "GULFBIRD"
MDB. RPT. No. 13338

ms. m/v "Gulphawk"
MDB. RPT. No. 13398

S.S. m/v "Gulfwing"
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